

in consequence—repairs in general will not prevent a free use of the road—whilst their amount will be less, for the rail way than for the canal—that the movement upon the rail way will not be impeded either by draught or cold, the only impediment during the winter season will be from a fall of snow, which it has been demonstrated is so easily removed as scarcely to offer any obstruction, and consequently that the rail road may be considered to be virtually passable throughout the whole year—that the rapidity of the movements upon it may be as great as the wants of trade and intercourse can demand, or prudence admit; not only for the conveyance of persons, and the public mails, but of every commodity for which conveyance would be sought—that since necessity would cause rail ways to be preferred to canals in many places and situations, whatever might otherwise be our opinions of their relative value.—and since transfers and transshipments add to the expense and risk, therefore, from this cause alone the ratio of advantage would work favorably to the rail road system throughout. For the car that issues from the mine or from the manufactory, with its freight of minerals or of wares, would then have no obstacle to its travelling to the most remote depot; and at once delivering its freight into a warehouse, ship, coal yard or other place, without any expense or delay on the intermediate shifting of the load. Tredgold gave his opinion in favor of a canal in a level district, but at the same time remarked, that in nine cases out of ten, the rail road should be preferred. (See his treatise on rail roads, 1825, ch. 1.) Our climate is more unfavorable to canals than that of England, in addition to which, it must be remarked, that from the inventions and improvements which have since been made, the rail road system has double, if not treble the efficiency that it had when Tredgold wrote. (See also Wood's treatise on rail roads 1825, ch. ix.)

In offering the foregoing remarks, it is by no means intended to controvert or to dispute the utility of canals, but to make known in a brief and summary manner, the comparative advantages of canals and rail ways, so far as concerns our country, and to state explicitly, my preference in favor of rail ways: Indeed it is obvious, that, of two States the one adopting the rail road, and the other the canal system, the one which adopts the rail road would always continue to have a decided advantage, whether as regards its Agriculture, its Manufactures, or its Commerce, in proportion to the greater celerity, economy and certainty which the one system affords over the other,—consequently, other things being equal, would become the most populous, wealthy, intelligent and powerful. And that whatever advantages may re-